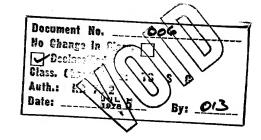
CLASSIFICATION CONTROL - U.S. OFFICIALS ONLY Approved For Release 2001/19/26 C CIA RDP82-00457 R06620018600 information report CD NO. 7 NOV 50 DATE DISTE. Tugoslavia Conditions of Freight Trains; SUBJECT NO, OF PAGES 1 Brake Regulations PLACE NO. OF ENCLS. (LISTED BELOW) 25X1AQUIRED DATE OF SUPPLEMENT TO 25X1X INFO. REPORT NO. The united states within the miniming of the espionage act so 1. 1. C., 3' and 32. As absence, its teaments for or the revelation of the continues is any lamping to an unautrodized person is peo-minifed by Law. Ruproduction of this form is producted. THIS IS UNEVALUATED INFORMATION

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- Freight trains are now all provided with air-hydraulic brakes. A few old freight cars which are kept on minor lateral lines have only hand-brakes, but recently even those cars have been provided with water and air brakes. Besides the air brakes, all the cars have also hand brakes which are generally operated only at stations.
- 2. The brake regulations on freight trains are:
 - a. On horizontal lines in trains of 50 car length, 25 of those cars have to be provided with hydraulic brakes. The 25 cars must have pipes connecting them to those cars provided with air brakes and to the locomotive.
 - b. The regulations are not everywhere the same. For instance, on the Jesenice-Ljubljana line, the number of air brakes is expressed in percentages so that every transport shall have at least 18 percent of brake safety. This percentage varies according to the weight of the transport.
 - c. On express trains (trains which can move at 90 kilometers per hour) every car shall be provided with hydraulic brakes.

This document is funcly regreded to CONFIDENTIAL in accordance with the letter of 16 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2000



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